



Testimony of Eric W. Gjede
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Before the Public Safety & Security Committee
March 8, 2016

**Testifying in support of HB 5548
AN ACT REPEALING RESTRICTIONS ON THE TRANSPORT OF MOBILE & MODULAR HOMES**

Good afternoon Senator Larson, Representative Dargan, Senator Guglielmo, Representative Zupkus and members of the Public Safety & Security Committee. My name is Eric Gjede and I am assistant counsel at the Connecticut Business and Industry Association (CBIA), which represents more than 10,000 large and small companies throughout the state of Connecticut.

CBIA supports HB 5548, but encourages the committee to expand the scope of this bill to amend or repeal other travel restrictions on oversized and overweight truck loads.

As you know, Connecticut regulations severely restrict the movement of oversized and overweight trucks. Under current regulation, these vehicles can only move during certain daylight hours during the work week. Regulations prohibit the movement of oversized loads during weekends. There are also additional restrictions on the transport of these loads before and after certain holidays. These restrictions are different from state to state, and can create problems for Connecticut businesses. For example, these travel limitations have made it difficult in the past for one of our members to deliver their massive metal cutting machines to their customers. It also prevents many construction businesses from delivering their machinery to new worksites.

Thankfully, for the last two years, the Department of Transportation has been experimenting with allowing oversized and overweight truck travel on Saturdays. This experimental temporary program has not resulted in any traffic incidents or risks to the safety of other travelers. In fact, it has reduced the number of oversized and overweight vehicles on the road during peak weekday rush hour periods. We believe this temporary program should be made permanent.

We support HB 5548, and encourage the committee to pursue additional ways to safely reduce restrictions on the flow of commerce in the state.